**Claims**

1. A seat for aircraft and land vehicles, especially for light aircraft, consisting of a seat shell, frame and damping devices, wherein the seat consists of a seat shell (1) with at least one guide (2) integrated in the seat surface for accommodating an auxiliary frame (3), a basic frame (7), which consists of longitudinal and transverse carriers and can be fixed to the bottom of the vehicle and has an additional transverse carrier (7.1), disposed higher at the front, an auxiliary frame (3), which consists of two longitudinal carriers and is connected by at least one carrier (6) and the front ends of the longitudinal carrier of which are rotatable mounted at the additional transverse carrier (7.1) of the basic frame (7), which is disposed higher at the front, and at least one damping element (8), which is disposed approximately perpendicularly between the rear part of the basic frame (7) and the rear auxiliary frame (3).

2. The seat of claim 1, wherein the backrest and the seat surface are constructed in one piece, in the shape of a shell, from a multi-layer laminate and a guide pipe (2) is laminated below the seat surface on each side.

3. The seat of claim 1, wherein the sides of the backrest and seat surface are curved and reinforced by additional, appropriately narrow laminate layers.

4. The seat of claim 1, wherein the basic frame (7) consists of lower and upper longitudinal and transverse carriers, which are welded together and to supports (7.3) and can be fastened to the bottom of the vehicle.

5. The seat of claim 1, wherein the front ends of the two longitudinal carriers of the auxiliary frame (3) are mounted between the upper longitudinal carriers of the basic frame (7), at the upper, front transverse carrier (7.1) of this basic frame.

6. The seat of claim 1, wherein the front ends of the two longitudinal carriers of the auxiliary frame (3) are rotatable connected by means of crossing-over clamps (4) with the front, upper, transverse carriers (7.1) of the basic frame (7).

7. The seat of claims 1 to 6, wherein a displaceable receptacle for each of the upper mountings of the damping element (8) is disposed in the rear ends of the two longitudinal carriers of the auxiliary frame (3).

8. The seat of claim 1, wherein the lower mounting of the damping elements (8) is constructed rotatably at the basic frame (7), so that, by shifting the upper receptacle, an adjustment of the slope seat shell (1) becomes possible.

9. The seat of claims 1 to 8, wherein the damping element (8) consists of a cylindrical honeycomb grid of light metal, the ends of which are held by bearings in cylindrical receptacles. 10. The seat of claim 1, wherein the rear ends of the two longitudinal carriers of the auxiliary frame (3) are each connected by a rope (6) with the rear, lower ends of the two longitudinal carriers of the basic frame (7).11. The seat of claim 1, wherein, for securing the horizontal position of the seat shell (1), a double hoop is fixed vertically pivotably at the front seat bottom region and can be locked with a pin in the upper longitudinal carrier of the basic frame (7).